

OUR NEWS-ROOMS
AND
REFERENCE & LENDING
LIBRARY
will shortly be opened for the
use of Subscribers to the
"HONGKONG TELEGRAPH"
FREE.

The Hongkong Telegraph.

ESTABLISHED 1881.

ONE THOUSAND
DOLLARS
European Junk
Hongkong Telegraph
1st October, 1895, deceased
the sum of \$1,000 against Fatal
Accident...
SEE BILLION STAMP

NEW SERIES No. 256

日十二月二十一日光

MONDAY, FEBRUARY 3, 1896.

一月

號三月二英港香

THIRTY DOLLARS
PER ANNUM.

THE NATIONAL BANK OF CHINA,
LIMITED.

Authorized Capital \$1,000,000
Subscribed Capital \$1,000,000

HEAD OFFICE - HONGKONG

Court of Directors -
D. Gillies, Esq. -
H. Stalterius, Esq. -
Chau Kit Shan, Esq. -
GEO. W. F. PLAYFAIR.

Interest for 12 months Fixed, 5 per cent.
Hongkong, 2nd October, 1895.

THE MERCANTILE BANK OF
INDIA, LIMITED.

AUTHORISED CAPITAL \$1,000,000
SUBSCRIBED \$1,000,000
PAID-UP \$1,000,000

BANKERS:

WORLD JOINT STOCK BANK, LIMITED.
INTEREST ALLOWED on CURRENT
1 ACCOUNTS at the Rate of 2 per cent.
per annum on the Daily Balances.

ON NEW FIXED DEPOSITS -
For 12 Months 4 per cent.

" 6 " 3 1/2 "

DEPOSITS RENEWED ON OLD TERMS.

J. W. R. TAYLOR,
Manager, Hongkong.

Hongkong, 18th December, 1895.

THE CHARTERED BANK OF INDIA,
AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE - LONDON.

CAPITAL PAID-UP \$1,000,000
RESERVE LIABILITY OF SHARE-
HOLDERS \$1,000,000

RESERVE FUND \$1,000,000

INTEREST ALLOWED on CURRENT
ACCOUNT at the Rate of 2 per cent. per
annum on the Daily Balances.

On Fixed Deposits for 12 months, 4 per cent.

" 6 " 3 1/2 "

T. H. WHITEHEAD,
Manager, Hongkong.

Hongkong, 16th September, 1895.

HONGKONG AND SHANGHAI
BANKING CORPORATION.

PAID-UP CAPITAL \$10,000,000

RESERVE FUND \$5,000,000

RESERVE LIABILITY OF PROPRIETORS \$10,000,000

COURT OF DIRECTORS:

J. KRAMER, Esq. - Chairman,
A. MCGRATH, Esq. - Deputy Chairman,
Hon. J. J. Bell-Irving, Esq. - S. C. Michaelson, Esq.
G. E. Dodwell, Esq. - D. R. Sison, Esq.
M. D. Ertel, Esq. - N. A. Siebe, Esq.
R. M. Gray, Esq. - R. Shaw, Esq.

CHIEF MANAGER:

Hongkong - T. JACKSON, Esq.

MANAGER:

Shanghai - J. P. Wade, Gardiner, Esq.
LONDON BANKER - LONDON COUNTY
BANKING COMPANY, LIMITED.

HONGKONG - INTEREST ALLOWED
On Current Account at the rate of 2 per cent.
per annum on the daily balance.

INTEREST ON FIXED DEPOSITS:

For 3 months, 2 1/2 per cent. per annum.
For 6 months, 3 per cent. per annum.

For 12 months, 4 per cent. per annum.

T. JACKSON,
Chief Manager.

Hongkong, 23rd December, 1895.

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted
by the HONGKONG AND SHANGHAI
BANKING CORPORATION. Rules may be
obtained on application.

INTEREST on deposits is allowed at 1 PER
CENT. per annum.

Depositors may transfer at their option
balances of \$100 or more to the HONGKONG AND
SHANGHAI BANK to be placed on FIXED
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI
BANKING CORPORATION
T. JACKSON,
Chief Manager.

Hongkong, 1st August, 1895.

INSURANCES.

NORTH GERMAN FIRE INSURANCE
COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above
Company are prepared to accept First
CLASS FOREIGN and CHINESE RISKS at
CURRENT RATES.

SIEMSSSEN & CO.
Hongkong, 28th May, 1895.

NOTICE.

THE MAN ON INSURANCE COMPANY,
LIMITED.

CAPITAL SUBSCRIBED \$1,000,000

The above Company is prepared to accept
MARINE RISKS at Current Rates on Goods,
etc. Policies granted to all Parts of the world
payable at any of its Agents.

CHAU TSEUNG VAT,
Secretary.
HEAD OFFICE,
No. 4, QUEEN'S ROAD WEST,
Hongkong, with Sub-Offices, etc.

GENERAL NOTICE.

THE ON TAI INSURANCE COMPANY,
(LIMITED).

CAPITAL, TAELS 600,000 } \$83,111.33-
EQUAL TO \$83,111.33-
RESERVE FUND \$318,000.00

BOARD OF DIRECTORS:

LEE SING, Esq. | LO YEEU MOO, Esq.
LOU TSO SHU, Esq.

MANAGER - HO AMEL.

MARINE RISKS on GOODS, etc. taken
at CURRENT RATES to all parts of the
World.

HEAD OFFICE, 8 & 9, PRAYA WEST,
Hongkong, 17th December, 1895.

BELL'S ASBESTOS EASTERN AGENCY, LIMITED. HONGKONG HOTEL - PRAYA.

Intimations.

BELL'S ASBESTOS BOILER COMPOSITION
HAS BEEN PROVED TO BE THE BEST AT PRESENT USED IN THE EAST.
ESTIMATES GIVEN FOR COVERING ANY CLASS OF WORK.
W. JACKSON, Manager.

Hongkong, 29th January, 1896.

Intimations.

ONE THOUSAND
DOLLARS.

INSURE YOUR LIFE AGAINST FATAL ACCIDENT

BY SUBSCRIBING

TO
"THE HONGKONG TELEGRAPH."

THE SCOTTISH METROPOLITAN LIFE INSURANCE COMPANY WILL PAY
THE SUM OF

\$1,000 MEXICAN.

to the legal representatives of the European holder of this COUPON in the event of his death by
Accident on or before the 31st March 1896 while on board within the confines of HONGKONG
or any Treaty Ports of CHINA or JAPAN, or the immediate neighbourhood thereof, provided that
the Name and Address of the said holder appear in the List of European Subscribers to the
"HONGKONG TELEGRAPH."

as furnished to the Company for the Three Months ending 31st March 1896; that the
premium thereon has been duly paid; that death takes place within One Month from the
occurrence of the Accident, and that notice of death, with full particulars, is sent within fourteen
days of its happening to Mr. J. Y. V. VERNON, Hongkong. It being declared that \$1,000 only
will be paid in respect of any one death.

* This premium is paid quarterly in advance by
the Proprietors of The Hongkong Telegraph.

J. Y. V. VERNON,

AGENT.

Hongkong, 1st January, 1896.

FOR SALE.

G. H. MUMM & CO.'S CHAMPAGNE.

(1) In cases of a dozen flasks \$35 per case.
do " quarts \$33 "

SHEWAN & CO.,
Agents.

Hongkong, 13th May, 1896.

CALDBECK, MACGREGOR & CO.

WINE AND SPIRIT MERCHANTS.

15, QUEEN'S ROAD.

(2) CHAMPAGNES, HOCKS, RUM,
SHERRIES, MOSELLES, GINS,
PORTS, WHITE WINE, LIQUEURS,
CLARETS, BRANDIES, BITTERS,
BURGUNDIES, WHISKIES, ALES & STOUTS.

Hongkong, 6th December, 1895.

OUR GREAT AIM IS TO SUPPLY OUR CUSTOMERS WITH THE VERY BEST
ARTICLE AT A LOW PRICE.

THAT IS WHY WE ARE INTRODUCING

BRAUN'S "EXPORT" BEER.

PRICE - \$1.50 per Case of 6 dozen Pints. \$12.50 per Case of 4 dozen Quarts.
Cash on Delivery.

THE SEATTLE BREWING & MALTING CO., CHINA-JAPAN AGENCY,
Head Office - 8, D'Aguilar Street, Hongkong.

Hongkong, 22nd January, 1896.

R. G. HOPKINS, Manager.

THE HONGKONG BUTCHERY,
No. 15, 16 and 18 Central Market.

PRIME BEEF and MUTTON.

CORNED BEEF and TONGUES.

AUSTRALIAN PICKLED HOG'S TONGUES.

AMERICAN BUTTER in Rolls and Pats.

GAME, &c., &c., &c.

MEAT SHIPPING AND COAST PORT ORDERS WILL HAVE PROMPT ATTENTION.

J. TATAM,

Hongkong, 3rd December, 1895.

Amusements.

THEATRE ROYAL, CITY HALL.

DISAPPEARANCE OF MIDDLE CHANNEL BUOY.

NOTICE is hereby given that the MIDDLE CHANNEL BUOY in HAINAN STRAIT

has DISAPPEARED.

Due notice will be given when it is replaced in position.

C. J. PRICE, Acting Harbour Master.

Approved:

J. F. SCHOENICKLE, Commissioner of Customs.

CUSTOM HOUSE, Hongkong, 27th January, 1896.

WORTH A GUINEA A BOX.

BEECHAM'S PILLS FOR ALL

BILIOUS AND NERVOUS DISORDERS
SUCH AS

SICK HEADACHE, CONSTIPATION,

WEAK STOMACH, IMPAIRED DIGESTION,

DISORDERED LIVER, AND FEMALE AILMENTS,

ANNUAL SALE SIX MILLION BOXES.

50 Cents per Box.

Prepared only by the Proprietor -

THOMAS BEECHAM, St. Helens, Lancashire.

SOLE AGENTS for HONGKONG and the
EMPIRE OF CHINA -

WATKINS & CO., Apothecaries Hall, 66, Queen's Road Central, HONGKONG.

Hongkong, 1st February, 1896.

WATKINS & CO., Apothecaries Hall, 66, Queen's Road Central, HONGKONG.

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Hongkong, 1st February, 1896.

WATKINS & CO., Apothecaries Hall, 66, Queen's Road Central, HONGKONG.

Intimations.

WHY IS

ARMOUR'S BEEF JUICE

PREFERRED TO ANY OTHER MAKE BY THE PHYSICIAN A D PUBLIC.

BECAUSE THEY KNOW THAT GOOD RESULTS FOLLOW ITS USE.

A SPECIALTY FOR INVALIDS.

REQUIRES NO DIGESTIVE EFFORT.

INVALUABLE IN THE SICK ROOM.

SOLE AGENTS—

WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

Hongkong, 23rd January, 1896.

To-day's
Advertisements.

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI
(Taking Cargo and Passengers at through rates
for NINGPO, CHIPOO, HANKOW and PORTS
on the YANTZEE.)

THE Company's Steamship

"TANTALUS"
Captain Hannan, will be despatched as above
TO-MORROW, the 4th instant, at 10 A.M.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd February, 1896.

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THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON, VIA SINGAPORE,
PENANG, &c.
THE Company's Steamship

"KAI-SOW"
E. Warrall, Commander, will be despatched as above TO-MORROW, the 4th instant, at 4 P.M.
For Freight, apply to

HOLLIDAY, WISE & CO.,
Agents.
Hongkong, 3rd February, 1896.

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CHINA NAVIGATION COMPANY,
LIMITED.

FOR AMoy AND SHANGHAI
THE Steamship

"PAKHOI"
Captain Stott, will be despatched on THURSDAY, the 6th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd February, 1896.

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OCEAN STEAMSHIP COMPANY.

FOR KOBE AND YOKOHAMA.
THE Steamship

"JIXION,"
Captain Nish, will be despatched on FRIDAY, the 7th instant.
For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd February, 1896.

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Intimations.

DAKIN, CRUCKSHANK &
COMPANY, LIMITED,
VICTORIA DISPENSARY,
HONGKONG.

AERATED WATERS.

SIMPLE AERATED WATER.

SODA WATER.

Lemonade.

GINGER ALE.

SARSAPARILLA.

RASPBERRYADE, &c.

DAKIN, CRUCKSHANK & Co.'s WATERS are made under the constant supervision of a duly qualified English Chemist and will bear comparison with the best English Manufactures.

Special terms to HOTELS, CLUBS, MEETINGS and other Large Consumers.
Any complaint should be addressed to the Manager.

Hongkong, 3rd February, 1896.

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A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

WINES
AND
SPIRITS.

ALL these are selected by our London House, bought direct at first hand, imported in wood and bottled by ourselves, thus saving all intermediate profits, and enabling us to supply the best growths at MODERATE PRICES.

PRICE LISTS,
with Full Details, to be had on Application.

PORt after removal should be rested a month before use. When required for drinking at once it should be ordered to be decanted at the Dispensary before being sent out.

SHERRY.—Excellent Dinner and After Dinner Wines of very superior Qualities. All are true Xeres Wines.

CLARET.—Our Claret, including the lowest priced, are guaranteed to be the genuine product of the juice of the grape and are not artificially made from raisins and currants, as is generally the case with Cheap Wines.

BRANDY.—All our Brandy is guaranteed to be pure Cognac, the difference in price being merely a question of age and vintage.

WHISKY.—All our Whisky is of excellent quality and of greater age than most brands in the market. The SCOTCH Whisky marked "E" is universally popular, and is pronounced by the best local connoisseurs to be superior to any other brand in the Hongkong market.

"SHIRE" LINE OF STEAMERS.

FOR NAGASAKI, KOBE AND YOKOHAMA.
THE Steamship

"MINKI MARU."

Captain F. Brown, will be despatched for the above Ports on FRIDAY, the 7th instant, at 8 A.M.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 3rd February, 1896.

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"PINILLOS" LINE OF STEAMERS.

FROM GLASGOW, LIVERPOOL,
ANTWERP, BARCELONA, CADIZ AND

MANILA.

THE Steamship

"BARCELONA."

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, whence delivery may be obtained.

Cargo remaining undelivered after the 9th instant will be subject to rent.

No Fire Insurance has been effected.

Consignees are requested to present all Claims for damages and/or shortages not later than the 10th instant, otherwise they will not be recognized.

Bills of Lading will be countersigned by

JARDINE, MATHESON & Co.,
Agents.

Hongkong, 3rd February, 1896.

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"RADNORSHIRE"

Captain Davies, R.N.R., will be despatched as above on or about TUESDAY, the 13th instant.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, 3rd February, 1896.

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DEATH.
On the 1st instant, at his residence "The Rest," Macao, JOHN ROBINSON WHITE, late of Hongkong, aged 65 years.

MARRIAGE.

On the 23rd November, at the Catholic Church, Newmarket, County Cork, by the Rev. J. MacSwiney, P.P., GEORGE HENNESSY, Inspector of Police, Hongkong, to SUSANNA, youngest daughter of the late Barry Taylor, of Lisdangan.

NAVAL
NAGASAKI, January 29th.

Admiral Tyrell, Commander-in-Chief of the Russian Asiatic Squadron, who has been transferred to command in the Baltic, has handed down his flag and left for home. Captain Schockhine has assumed command of the Squadron.

LOCAL AND GENERAL.

SPORTING GOSIP is held over till to-morrow. VISCOUNT Miura, late Japanese Minister at the Court of Seoul, arrived in Tokyo on the 25th ultimo.

We understand, officially, that the recent rainfall has not appreciably increased the supply in the Tytan reservoir; at all events not enough to induce the Water Authority to issue orders for more liberal supply than has been graciously vouchsafed since 1st October, A.D. 1895.

We read in a Bangkok paper that some Chinese members of the crew of a well-known Bangkok liner concealed six tins of opium "in the casing of the wheel-chains on the bridge." The Opium Farmer's *advis* found the "plant" and seized it, but failed to find out "who man b'long."

The third round in the Victoria Hotel billiard handicap was begun last Saturday evening, and the men in connection with the contest will be played every evening this week. With the return of the genial host, Mr. Farmer, interest in the handicap has revived, and some spirited contests may now be looked forward to with confidence.

It is notified in Saturday's *Government Gazette* that Inspector D. Bremner, Acting Inspector D. Hall and Sergeant P. McNab have been appointed Inspectors of Nuisances. If we had less fine and large "spectre," more well-paid scavengers, and a more rational administration of the whole Sanitary Department the health of the community might be improved.

MR. SCRATCHIV, the Head Master of Kowloon School, is to be congratulated on the success he has attained. Nineteen of his pupils were examined at the close of last year and every one of them passed their exams in a highly creditable manner. After this we shall be prepared to see the names of students from this new academy figure in the Oxford Local Lists in the near future.

The *China Gazette* learns from good authority that an *Intregue* is afoot in Korea to appoint M. Weeber, ex-Russian Minister, to be Adviser to the King of Korea. M. and Mme. Weeber were warm friends of the late lamented Queen, and the appointment of the ex-Russian Minister to such a post cannot fail to have a considerable interest for all who watch the progress of events in the Peninsular Kingdom.

The Japanese government has decided to issue postage stamps in commemoration of the Chin-Japan war, and the new issue will appear in June next. They are said to be of two kinds, one bearing the portrait of the late Marshal Prince Arisugawa Taruhito, Chief of Staff of the Army of the Empire, and the other carrying the portrait of the late Lieut-General Prince Kitashirakawa, Commander of the Imperial Guards in the war in Formosa.

GERALD JAY is the name of a rising artist whose studio is situated in D'Aguilar Street. He has recently set up in business and has already earned a good name as a landscape and scene painter.

Among other well-executed pictures that caught the eye of a *Telegraph* reporter who dropped in Mr. Jay's studio the other day were capital paintings of the *Monsoon*, *Tai Chow*, and *Pao Chon Cao*, while in the rear of the studio were seen, partially completed, excellent copies of Harding's famous masterpiece "Tea Late" and a very pretty representation of sunset as seen from the Island of Trinidad.

It will be gathered from the table of Malib's to the Far East for this year, which we (*L. and C. Express*) publish, that several changes have been made in the way of accelerating the services. This seems to be the characteristic of all the lines of the Suez Canal, and more especially in the case of the Messageries Maritimes, whose programme is quite altered, as we have already indicated it was arranged to be carried out. In future alternate boats on the China line will proceed outwards and homewards *via* Bombay, the China mail for such vessels as go to the Indian port being taken by the Australian line boat, and transhipped at Colombo. The Australian boats are much faster, and the result, as far as London people are concerned, will be that the homeward mail will reach London on Thursdays on a large number of occasions, an arrangement that is not nearly so convenient as the Monday, to which the habit of many years has accustomed Londoners.

(From *Tonkin Papers*)
THE WAR IN CUBA.

PARIS, January 22nd.

The Cuban insurgents have retreated towards the eastern portion of the island.

THE TONKIN LOAN.

PARIS, January 23rd.

During the discussion of the Tonkin loan M. Montfort demanded that an enquiry be opened as to the public contracts of Tonkin, and that the debate should be adjourned pending such an enquiry. The Minister for the Colonies opposed the motion, and was vigorously supported by M. Etienne. M. Krantz supported the motion for enquiry.

THE LATE PRINCE HENRY.

PARIS, January 23rd.

Prince Henry of Battenberg died at Cape Coast Castle.

(From *Tonkin Papers*.)

ANOTHER KOREAN LOAN.

SHANGHAI, Jan. 29th.

The Korean Government has decided to dispatch M. K. Ni, 5th R.M. to Japan, to advise in the Finance Department, and three other Korean officials to Japan to take a foreign tour.

THE German ironclad *Kaiser*, having completed the repairs necessitated by finding an "unknown" near Amoy, left for Quemoy yesterday accompanied by the *Jrone*.

NOT long since four Lieutenant-Colonels R. E. were specially selected by the War Office for service in India on account of their previous Indian experience. They were sent out in order to relieve the Indian Government from the necessity of promoting Majors, R. E., to the rank of Lieutenant-Colonel over the heads of brother officers, senior to themselves in England and the Colonies; but from the time of their arrival in India all four of these officers have been kept compulsorily unemployed, and they are now cooling their heels at the headquarters of the several Indian military divisions, Rawalpindi, Nainital, Poona, and Ootacamund. Truthfully speaking, for each of these gallant Colonels is drawing 1,062 rupees per month for doing nothing.

At a dinner given at the Imperial Institute, London, on the 15th ultimo, to Sir Joseph West Ridgway, the Governor-elect of Ceylon, Lord Stanmore, presided, and Lord Wolseley, Sir Arthur Birch, General Maitre and many merchants and planters from Ceylon were present.

Lord Wolseley, in a speech, said the Army was never better prepared than at present to do whatever was required of it. Sir West Ridgway made a long speech in which he dwelt on the importance of the strategic position of Ceylon, especially Colombo. He said he would do his utmost to extend the roads and railways in the Island and develop its industries; he would give special attention to irrigation and the promotion of commerce. As regards the defences of the Island, Sir Joseph said it would be his endeavour to improve the Volunteer Force, for he was of opinion that preparing for war was a guarantee of peace, and he hoped Ceylon would take her part.

D'ARCY MARIONETTE IN COURT.

We read in a recent issue of Calcutta paper that M. Melon and W. Howell, of H. M. S. *Marathon*, and F. Trigear, of H. M. S. *Bonaventure*, were charged with having trespassed in the Bijou Theatre, Calcutta, and committed mischief by damaging a chariot used in the performance of "Blue Bird" by the D'Arcy's Marionettes, breaking an electric lamp, smashing the package van, and other things. Superintendent Davies

stated that two of the men, who were on shore on leave, went of sleep on the *madras* near the Bijou Theatre on Saturday night, being then more or less under the influence of liquor. Shortly after the performance of D'Arcy's Marionettes was over, one of the men awoke, as he said, on being struck a blow, and found he had been divested of his pants and shoes. He thought he saw the man who had struck him run into the Bijou Theatre, and he awoke his shipmate. By this time the two men were joined by the third, who was returning to his vessel. All three then rushed into the Theatre, by tearing down some of the mat wall, chased after the man who was in charge of the place, and who, they thought, was the person who had assaulted one of them. They broke open the stage-door, got on the stage, where they found the chariot and threw it off the place, broke an electric light, smashed the package van, and caused other damage. Constables Picher and Tharman and another constable arrested them. They were charged the next day before the Naval authorities and were eventually brought to the court. Mr. E. C. Clitheroe, the stammering manager of D'Arcy's Marionettes, said that the chariot was worth £20. It was broken in two, and would cost £10 to repair. He did not wish to press the charge if he received the amount of the damage. His Worship observed that Mr. Clitheroe would have to go to a Civil Court to obtain damages. In reply to the court, the accused said, they had no intention of doing any mischief, but were merely looking for the person who had assaulted one of them and deprived another of his breeches and shoes. They saw the man running into the Theatre and went after him. An officer from the *Bonaventure* and another from the *Marathon*, who were in court, gave the men good character. His Worship convicted the accused of trespass and mischief, and sentenced both of them to three weeks' rigorous imprisonment.

THE returns of the number of visitors to

THE WEST POINT BUILDING COMPANY, LIMITED.

The seventh ordinary general meeting of shareholders in the above named Company was held to-day at noon, at the office of the Company, Victoria Building. Hon. C. P. Chater presided, and there were also present Hon. J. J. Bell-Irving, Messrs. M. D. Eckel, (Directors) A. B. Johnson, P. Jordan, G. H. Potts, E. A. Hardoon, C. Inchbald, H. N. Mody, M. S. S. Sassoon, C. S. Sharp, J. Y. V. Vernon and A. S. Hooper, (Secretary).

The notice calling the meeting having been read by the Secretary,

The Chairman said:—Gentlemen, with your permission we will take the report and accounts for the past year, which have been in your hands for some days, as read. You will observe that the profits shown for the period under review amount to \$8,444.78, as against \$9,612.07 for the previous year, and our gross returns show a decrease of \$4,718.33. This is accounted for by the fact that in the previous year the Government rented the whole of the vacant floors of the time of the Plague for the sum of \$7,343.52, in addition to which several of the tenants vacated their premises in many instances on account of their business necessities. In the first month of 1895 the gross rental of the floors which were let amounted to about \$1,670 per month, in August to \$1,400, but since then, when a recovery set in, the number of floors let have risen considerably, and to-day the gross monthly rentals amount to \$1,800, leaving only 87 floors out of a total of 200 to be let, and these we have every hope of filling very shortly. But the large number of tenements, similar to our own which are still to let in the Colony has not satisfied our considerably reducing the rent of each floor from what we had anticipated, and from what we had commenced to let them for, but your Directors deemed it advisable to get tenants at comparatively low rents rather than keep the property vacant. Turning to the expenses for working the Company, there is an increase of about \$400 for the amount paid for rates—and a decrease—in commission to Agents of about \$200. For the coming year there will be a considerable increase under the head of Fire Insurance owing to the new increased tariff agreed upon by the Insurance Companies, and in the increase of the insurable value of the premises on account of extra cost of building materials, etc., but as against this I am pleased to inform you that the amount to be paid as interest on your mortgages will be very much lessened, as our Directors have made arrangements for mortgaging the property at a lower rate of interest than formerly, which we have no doubt you will deem satisfactory. It does not occur to me to make any further remarks, but I shall be pleased to answer any questions any shareholder may desire to ask.

Mr. Johnson:—It is very gratifying indeed to the shareholders to hear that the rental of our property has increased to \$1,800 this month, and I hope that the increase will continue and that the value of property in the West Point district will steadily advance, and that larger returns will be the rule. I agree with the Directors in thinking a lower price better than unoccupied houses. I am also very much pleased to hear that the Directors have been able to see their way clear to securing a lower interest on our mortgages this year, as this makes a very great difference to our returns. But in your remarks, Mr. Chairman, you did not tell us that the date this was to take place.

The Chairman:—As soon as the money is available—which I think will be in a month or two at latest.

Mr. Johnson:—Under these circumstances I beg to propose the adoption—

The Chairman:—Yes, I beg to propose the adoption of the report and accounts. Will you second that?

Mr. Johnson:—I beg to second that motion.

Carried unanimously.

The Chairman:—The Hon. J. J. Keswick and Mr. J. S. Moses leaving the Colony, the Hon. J. J. Bell-Irving and Mr. M. D. Eckel were invited to join the Board in their places respectively. This requires confirmation.

Mr. Jordan:—I beg to propose the re-election of H. C. P. Chater and Hon. J. J. Bell-Irving as Directors.

This was seconded by Mr. Sassoon and carried without dissent.

Mr. Mody:—I beg to propose the election of Mr. M. D. Eckel as a Director of this Company.

Mr. Sharp:—I have much pleasure in seconding that.

The Chairman said:—Gentlemen, as there are only three Directors of this Company, and as the Articles require three to form a quorum of the Board, it is the desire of my colleagues and myself that the shareholders should appoint a fourth Director, for, in case of the absence of one of us, no Board meeting can be held. The Articles preclude the Board from adding to its number as it can only appoint a shareholder to fill a casual vacancy, and it is therefore necessary for the appointment to be made in a general meeting. I enclose a proposal that the number of the Board be increased from three to four, and I have much pleasure in proposing Mr. Inchbald as a Director of this Company.

Mr. Sharp:—I beg to second that.

Confirmed.

Mr. Vernon:—I beg to propose the re-election of Mr. Fullerton Henderson as Auditor.

Mr. Potts:—I have much pleasure in seconding.

The Chairman:—Dividend warrants will be ready to-morrow morning and those of you who apply for them will receive them.

This terminated the business.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

The following is the report for presentation to the shareholders of the above named Company at the fifth ordinary annual meeting to be held at the office of the General Manager, on the 10th instant at 3 p.m.:

The General Managers beg to submit to the shareholders their report on the working of the Company and a statement of accounts for the year ended 31st December, 1895.

The net profit of last year's working, including \$1,438.80 brought forward from last account, amount to \$11,705.05, out of which the General Managers, with the approval of the Consulting Committee, recommend to pay a dividend at the rate of eight per cent., absorbing \$8,800, to place \$2,600 to the credit of a Reserve Fund, and to carry the balance of \$1,405.05 to new Profit and Loss Account.

The buildings of the Company are in a fair state of repair.

CONSULTING COMMITTEE:—In accordance with the Articles of Association, Mr. P. Sachse and Mr. Stoeckert retire, but offer themselves for re-election.

AUDITOR:—The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

May & Co.,
General Managers,
Hongkong, 31st January, 1895.

A NEW AUSTRALIAN LINER.

DESCRIPTION OF THE 'AUSTRALIAN.'

The following description of the Eastern and Australian Steamship Company's new steamer *Australian* (Messrs. Gibb, Livingston & Co., agents) is taken from the *Glasgow Herald* of 30th December:—

On Saturday Messrs. R. Napier and Sons (Limited) launched from their shipbuilding yard at Govan a steel screw steamer of about 3000 tons gross for the Eastern and Australian Steamship Company, London. The vessel, which is named the *Australian*, has been specially designed for the company's important service between Australia, China, and Japan, and is fitted with the most modern appliances for the comfort of the passengers and the efficient working of the ship and cargo, including a complete installation of the electric light, with duplicate dynamos. There is also refrigerating machinery and chambers for the transport of frozen meat, etc. The general dimensions are: Length, 330ft.; breadth, 42ft.; depth, 25ft. The vessel has a large forecastle long bridge, and a full poop. The hull and machinery have been constructed under special survey to Lloyd's highest class, and in accordance with the Board of Trade requirements for passenger steamers. The upper decks and fittings are of teakwood. As the vessel will be employed in tropical climates, the passenger accommodation has been placed on the upper deck, which admits of perfect ventilation, and consists of luxurious roomy apartments for 50 first-class passengers. The large and roomy state-rooms are situated on the upper decks and are furnished with the most recent improvements, including wire-woven mattresses, folding lavatories, electric bells, etc. Above, on the bridge deck, is a handsome dining saloon, music-room, and smoke-room, in polished hard-wood, with a sun deck overhead on which the boats are placed, and which forms a sheltered promenade for the first-class passengers. The second-class passengers—there is accommodation for 400—have very comfortable quarters in the poop, with a dining saloon, smoking-room, and large state-rooms; while the 'tween decks afford spacious accommodation for emigrants or troops. The machinery, which is supplied by the builders, consists of a set of triple-expansion engines capable of indicating 2,000 horse-power, with two steel boilers for a working pressure of 175 lbs. Having been built with a cut-water bow and figure-head, the vessel has a very handsome appearance, which will be enhanced by a smart two-masted rig, and is altogether a fine specimen of a high-class passenger and cargo steamer. When all was ready for launching the boat, the christening ceremony was performed by the Hon. Mrs. C. E. Bright. After being successfully launched the *Australian* was towed up the harbour, where she will be fitted with machinery. After the launch the builders entertained a small party to lunch in the model-room. Mr. John Hamilton, one of the builders, proposed "Success to the *Australian*!" He said the vessel was the first that had been built by Messrs. Napier for the Eastern and Australian Company, and he trusted the order would soon be repeated. The vessel was somewhat similar to the steamers they had built for the Aberdeen line, and the best wish he could express was that she might be equally successful. The builders had done their best to turn out a good ship. He thought they had no reason to be ashamed of her appearance, and he believed she would satisfy all the requirements of her owners. He also referred to the fact that the lady who had christened the boat had come from London for that special purpose, and proposed a special toast to her honour. Mr. C. E. Bright replied on behalf of his wife, remarking that he hoped the owners of the new steamer would require more vessels, and he was sure they would give their orders to the builders of the *Australian*.

REVIEW OF THE 'AUSTRALIAN.'

Reuter's Agency never had an opportunity for redeeming its name in Siam so great as that which has just been so utterly thrown away. Better to send no messages at all than to send such misleading, inadequate, and carelessly drafted telegrams as have been published during the past few days. The ignoble white as to the cost of messages in which the local agent indulges is no excuse whatever. To have wired out the authentic news published in the London *Gazette* would have been far too sensible an undertaking, and hence no correction has yet come of the ridiculous statement that Lord Salisbury had been dishonest enough to give Baitambang to France. To show how entirely useless has been Reuter's expenditure on telegrams the very misleading character of which is attributed to the firm's want of sufficient money, we now print a copy of a telegram officially received by Mr. de Bunsen, H.B.M. Chargé d'Affaires, as follows:—

The agreement between France and Great Britain, signed on the 15th January, was published in the *Gazette* on Tuesday. It is thereby provided that the *Thonwae* (center) of the Mekong shall form the limit of the possessions of the two Powers from the Nam Hock northwards to the Chinese frontier. The two Governments engage that neither will, without consent of the other, under any pretext, advance armed

forces into the region comprised in the basins of the Peichabour, Meklong, Menam, and Bangkok rivers and their tributaries, together with the coast from Muong Bangthap to Muong Pase, the basins of rivers on which these two places are situated, and basins of other rivers having estuaries in that coast, and including also territory north of the basin of the Menam and situated between the Anglo-Siamese frontier, the Mekong river, and the eastern watershed of the Me Ing. They further engage neither of them to acquire any exclusive privilege in this region, but these stipulations are not to derogate from the rights of France under the treaty of 1893, in regard to the 25 kilometer zone and the navigation of the Mekong. There are other stipulations respecting trade privileges in China, etc. The agreement is accompanied by an exchange of Notes giving assurance of the joint solicitude of the two Governments for the security and stability of the kingdom of Siam, and of their desire to maintain with it the most friendly relations and to respect existing conventions.

A dispatch to Lord Dufferin is also published, explaining that in making these engagements in regard to the central portions of Siam the English Government must not be considered as implying any doubt or disregard of the title and rights of Siam to other portions of the kingdom, but have been actuated by considerations of the commercial and industrial importance of the regions in question.

Here it is seen that France does not get the Mekong provinces of Siam, but, on the other hand, binds herself to respect existing conventions—by which the whole boundary between Siam and French territory is plainly mapped out. As we have all through declared, England has no design whatever on the Malay States, and has consequently also readily bound herself to respect her treaties with Siam. We have here, then, a perfectly friendly settlement which guarantees the independence of Siam absolutely, and bears out the spirit of the words of the present French Government as to the abandonment of the policy of colonial expansion.

THE LOSS OF THE "ANNE MAIN."

NAGASAKI, January 29th.

Captain Cross and the crew of the *Anne Main* arrived here safely on Sunday the 26th in one of the small steamers attached to the Sasebo dockyard. The vessel, as previously stated, left Shanghai on the 17th instant, in ballast, for this port. Very heavy weather was experienced on the evening of the 26th, while attempting to weather the north end of the Gotoa, a perfect gale setting in from the N. W. In spite of every effort, the vessel became embayed, and at about 2.30 a.m. drove ashore at Naka-Kunase. A line was got ashore by one of the crew, and by the aid of all his hands managed to get ashore, with the exception of an unfortunate Chinese man, A. B. whose body was picked up and buried the following day. The natives ashore treated the ship-wrecked men with the greatest kindness, and they remained there until taken off by the vessel in charge of Lieutenant Yoshima, on Sunday. Contrary to the report already received here, neither the Captain nor any other member of the crew were injured. They lost practically all their personal effects, however. A few hours after the crew got ashore the masts went by the board, while the vessel commenced to rapidly break up, and now remains almost entirely submerged in a condition which precludes all hope of her being raised.

BOARD OF TRADE INQUIRY.

The official enquiry into the wreck of the vessel was held yesterday morning (28th) at the British Consulate, Nagasaki. The Court was composed of J. J. Quinn, Esq., H. B. M. Consul, and Lieutenants R. E. R. Benson, R.N., and M. S. Pasley, R.N., of H.M.S. *Porpoise*. After hearing the evidence of Captain Cross and Messrs. Sharpe and Barnett, the chief and second officers, judgment was delivered to the effect that the vessel was well found in every respect; that the conduct of the officers and crew was satisfactory and free from blame, and that, in the opinion of the Court, the intention of the Captain in trying to enter the Tsuwa-aki Channel at night was imprudent in the extreme, and that he was "guilty of an error in judgment in continuing on the tack he did in such weather until the failure of the ship to stay involved certain disaster." The expenses of the Court (£2) to be paid by the Master.

Mr. Sharp:—I beg to second that.

Confirmed.

Mr. Vernon:—I beg to propose the re-election of Mr. Fullerton Henderson as Auditor.

Mr. Potts:—I have much pleasure in seconding.

The Chairman:—Dividend warrants will be ready to-morrow morning and those of you who apply for them will receive them.

This terminated the business.

THE WANCHAI WAREHOUSE AND STORAGE CO., LIMITED.

The following is the report for presentation to the shareholders of the above named Company at the fifth ordinary annual meeting to be held at the office of the General Manager, on the 10th instant at 3 p.m.:

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The net profit of last year's working, including \$1,438.80 brought forward from last account, amount to \$11,705.05, out of which the General Managers, with the approval of the Consulting Committee, recommend to pay a dividend at the rate of eight per cent., absorbing \$8,800, to place \$2,600 to the credit of a Reserve Fund, and to carry the balance of \$1,405.05 to new Profit and Loss Account.

The buildings of the Company are in a fair state of repair.

CONSULTING COMMITTEE:—In accordance with the Articles of Association, Mr. P. Sachse and Mr. Stoeckert retire, but offer themselves for re-election.

AUDITOR:—The accounts have been audited by Mr. F. Henderson, whose re-election is recommended.

May & Co.,
General Managers,
Hongkong, 31st January, 1895.

in the day the vessel grounded and the fire was extinguished. The *Tenksu-maru* was formerly known as the *Worcester*, and was loading timber for Formosa. A large amount of fodder for horses, in the tween-decks, is said to have been the first of the cargo to catch fire.—*Nagasaki Express*.

ENGLAND, FRANCE AND SIAM.

Bangkok, January 24th.

Reuter's Agency never had an opportunity for redeeming its name in Siam so great as that which has just been so utterly thrown away. Better to send no messages at all than to send such misleading, inadequate, and carelessly drafted telegrams as have been published during the past few days. The ignoble white as to the cost of messages in which the local agent indulges is no excuse whatever. To have wired out the authentic news published in the London *Gazette* would have been far too sensible an undertaking, and hence no correction has yet come of the ridiculous statement that Lord Salisbury had been dishonest enough to give Baitambang to France. To show how

the last quarter of a century but three ships in all have been reported "missing" from Sydney—the *Straitsman*, the *Castis Crowe*, and the *Merle*—three out of 4000 departs. In Sydney there are 27 missing.

Compare other coal ports. Figures from 1893 are not available, but in the seven years to 1893 there were reported "missing" from Swansea, a vessel from the Tyne twelve; from Cardiff, two; from Liverpool, four; from the ports of Britain, during seven years, 27 missing coal-laden vessels were reported; from the single port of Newcastle, N.S.W., during seven years, 27 missing coal-laden vessels were reported.

The loss of nearly 500 sailors lives in seven years means misery to many widows and orphans; and if there is any value in evidence, most of them were murdered in cold blood as surely as if they had been weighted with a sack of coal and thrown into the sea. Murdered by careless cargo-handlers, murdered for want of proper precautions against careless trimming of cargo, murdered by greedy owners and agents fighting for the last farthing of profit, murdered in the absence of the State supervision which voiceless sailors are always the last class in the community to obtain.

Yet it is undoubtedly the duty of Government to interfere. Government surveyors inspect vessels and boilers; Government paints a Pilsmoor mark and sees that a vessel is not overladen. But of what use are precautions against overloading when the loading is so badly stowed that the vessel goes to the bottom all the same?

There are already at Newcastle, Government officials and surveyors competent to give a certificate that coal cargoes are properly stowed.

No vessel should be permitted to leave port unless such a certificate, in writing, is issued with the port authorities.

Shifting-boards, side-hatches, and other necessary precautions should be made compulsory. While cargo is being loaded the surveyor should be practically in command of the ship. Trimmers have a knack of guarding against after-survey by building a wall of coal around the hollow spaces they leave. If the surveyor suspects that the loading is not being done properly he should have power to order every soul off the vessel while he satisfies himself by examination. Any attempt to evade these conditions should be severely punished. As for the trimmers, if the Government cannot directly enforce a minimum wage for them it is sufficient pressure to bear to ensure that the men are sufficiently paid for their labour.

The facts here recited will be new to most readers of *The Bulletin*—they are the stales of commonplaces at Newcastle, and familiar enough in shipping and Parliamentary circles.

Six months ago, a return giving full particulars of lost ships and lives was presented to the N.S.W. Parliament.

Why, then, is nothing done?

Simply because the sailors, as already said, are the Cinderellas of the working classes, only too thankful to get an occasional crust from Parliamentary bounty. Other labor-members represent the miners and wharf-labourers; no labor-member represents them, for—here to-day and gone—tomorrow—the deep-sea wanderers have no votes worth counting. So there is practically a Parliamentary conspiracy of silence in the matter of the rights they suffer. The members who represent Property don't care to show how the reduction of trimmers' wages has indirectly drowned nearly 50 men in the last seven years; the members who represent Labor don't care to show that, whatever their excuse for, these deaths are the trimmers—who have votes—are directly responsible. And so the cry of the sailors beats vainly on ears closed by interest or greed.

Nevertheless, Parliament must move in the matter at once. With four and five vessels going missing every year from preventable causes; and an annual loss of upwards of 100 lives, the matter cannot be shirked any longer. The crime has become a national crime, and that it should be taken in Australia puts every Australian to shame.

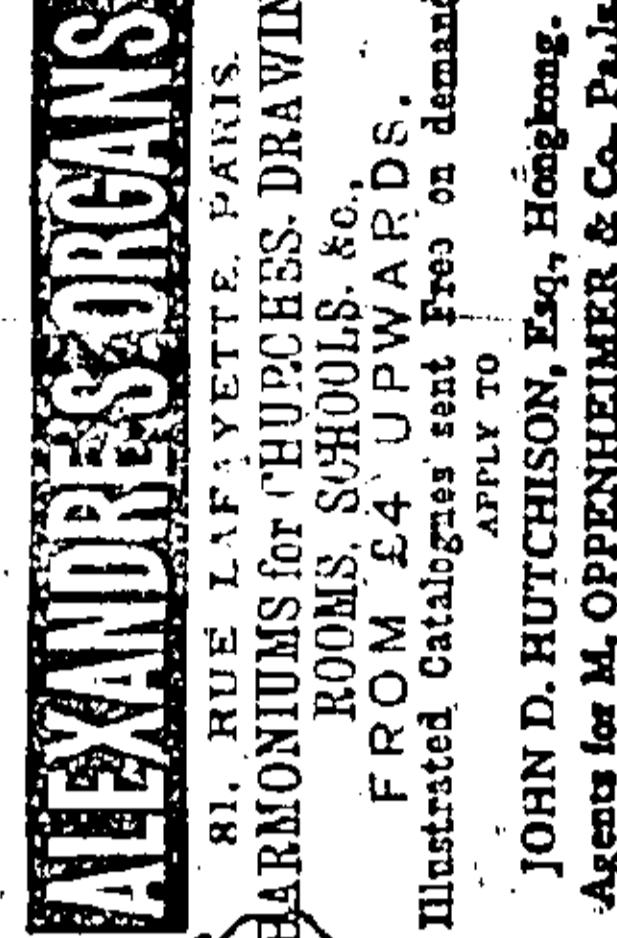
The facts here recited will be new to most readers of *The Bulletin*—they are the stales of commonplaces at Newcastle, and familiar enough in shipping and Parliamentary circles.

It is to be hoped that the miners and wharf-labourers will be the first to move.

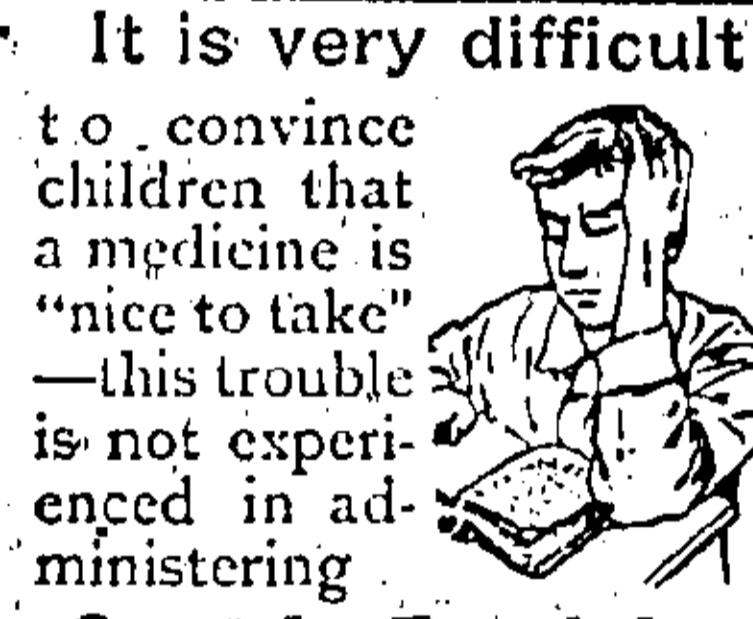
The facts here recited will be new to most readers of *The Bulletin*—they are the stales of commonplaces at Newcastle, and familiar enough in shipping and Parliamentary circles.

Intimations.

JUST LANDED
FRENCH CONFECTERY.
Comprising—
Crystallized Fruits, *etc.* *etc.* *etc.*
Almonds, *etc.* *etc.* *etc.*
Cocoons, *etc.* *etc.* *etc.*
Apricots, *etc.* *etc.* *etc.*
Almond Flots, *etc.* *etc.* *etc.*
Mandar Almonds, *etc.* *etc.* *etc.*
C. CADBURY'S CHOCOLATE CREAMES—
Vanilla Creme, Honey Creme, Caramels,
Nougat Pilafach, Pineapple Chocolate,
Chocolate Walnut,
Plush Bags, Plush Boxes and Fancy Boxes,
etc. *etc.* *etc.*
"TANSAN," the New Japanese Table-Water
which contains 8 per cent. more iron carbonate
than that from any other Chalybeate Spring.
FLETCHER & CO.,
"THE PHARMACY,"
23, Queen's Road Central.
Hongkong, 16th October, 1895. [48]



LANGUID WOMEN
PALE CHILDREN
OLD PEOPLE, INVALIDS
VIN CHAPOTEAUT
(CHAPOTEAUT'S WINE OF PEPTONE)
A DELICIOUS
NUTRITIVE
STIMULANT
"This alimentary wine is easily assimilated when no other solid or liquid food will remain on the stomach, it is indicated in constitutional weakness and lack of digestive power, for the Aged, Anemic, Dyspeptic, and Convalescent. It helps sufferers from Consumption, Dysentery, Cancers, and Ulceration, of the Stomach."
CHAPOTEAUT
PARIS.



It is very difficult to convince children that a medicine is "nice to take" — this trouble is not experienced in administering.

Scott's Emulsion
of Cod Liver Oil. It is almost as palatable as milk. No preparation so rapidly builds up good flesh, strength and nerve force. Mothers the world over rely upon it in all wasting diseases children are heir to.

Scott & Sons, Ltd., London, Alchemists.

Sole Agents for Hongkong and the Empire of China:—Watkins & Co., Hongkong.
Hongkong, 27th March, 1896.

Shipping.

STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL
(Following the S.S. "POLYPHEMUS.")
THE Steamship

"LEONNOX"
will be despatched about 4th February.
S.S. "PORT ADELAIDE"
will be despatched about 18th February.

S.S. "GHAZEE"
will be despatched about 4th March.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 4th January, 1896. [78]

OREGON RAILWAY AND NAVIGATION COMPANY'S PACIFIC STEAMSHIP LINE.

CHINA AND JAPAN.

PROPOSED SAILINGS FROM HONGKONG, 1896.

(Subject to Alteration.)

Mount Lebanon. | Wednesday... | 12th Feb.

TAKING PASSENGERS AND CARGO FOR UNITED STATES AND CANADA AT THROUGH RATES.

THE Steamship

"MOUNT LEBANON,"

will be despatched hence for HONOLULU, VICTORIA, B.C. and PORTLAND, OREGON, via KOBE and YOKOHAMA, on WEDNESDAY, DAY, the 1st February.

Consignments of Goods for United States Points should be in QUADRUPLET, and one Copy must be sent forward by the Steamer to the care of the GREAT PACIFIC AGENTS, Oregon Railway and Navigation Co., Portland, Oregon.

For further information as to Passage and Freight, apply to

SHEWAN & CO., Agents.

Hongkong, 27th January, 1896. [209]

Intimations.

COMPAGNIE INDUSTRIELLE DES PROGÉDÉS
RAOUL PICET
LIMITED. CAPITAL, £80,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
At 1 to MESSRS. DOUDWELL, CARLILL & CO.
Agents for M. OPPENHEIMER & CO., PARIS.

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA,
(FLORIO & RUBATTINO UNITED COMPANIES)

STEAM FOR
SINGAPORE, PENANG AND BOMBAY.

Having connexion with Company's Mail
Steamers to ADEN, SUEZ, PORT SAID,
MESSINA, NAPLES, LEGHORN and
GENOA.

ALSO
VENICE AND TRIESTE, all MEDITERRANEAN,
ADRIATIC, LEVANTINE and
SOUTH AMERICAN PORTS up to
CALLAO.

Taking cargo at through rates to PERSIAN
GULF and BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE,
ALMERIA and MALAGA.

THE Steamship

"RISAGNO,"

Captain Doderer, will be despatched as above
TO-MORROW, the 4th February, at Noon.

AT BOMBAY the Steamers are discharging in
VICTORIA DOCK.

For further particulars regarding Freight and
Passage, apply to

CARLOWITZ & CO., Agents.

Hongkong, 3rd February, 1896. [234]

NIPPON YUSEN KAISHA.
FOR SHANGHAI, JUNSEN AND
NAGASAKI.

THE Company's Steamship

"NAGATO MARU,"

Captain T. S. Kenderline, will be despatched for
the above Ports on WEDNESDAY, the 5th Inst.,
at Daylight.

For Freight or Passage, apply to

NIPPON YUSEN KAISHA.

Hongkong, 1st February, 1896. [249]

"WARRACK" LINE OF STEAMERS.

FOR KOBE (DIRECT).

THE Steamship

"CROMARTY,"

Captain Duncan, will be despatched for the
above Port on WEDNESDAY, the 5th Inst.,
at Daylight.

For Freight or Passage, apply to

DODWELL, CARLILL & CO., Agents.

Hongkong, 1st February, 1896. [248]

OCEAN STEAMSHIP COMPANY,
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship

"ORESTES,"

Captain Pullard, will be despatched as above
on WEDNESDAY, the 5th February.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 27th January, 1896. [180]

"GLEN" LINE OF STEAM PACKETS,
FOR MARSELLES AND LONDON,
VIA SUEZ CANAL.

THE Steamship

"GLENESK,"

Captain Webster, will be despatched as above
on WEDNESDAY, the 5th February.

For Freight or Passage, apply to

JARDINE, MATHESON & CO., Agents.

Hongkong, 30th January, 1896. [236]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR PORT DARWIN, QUEENSLAND
PORTS, SYDNEY AND MELBOURNE.

THE Steamship

"CHINGTU,"

R. Innes, Commander, will be despatched on
FRIDAY, the 9th February, at 2 P.M.

The attention of Passengers is directed to the
Superior Accommodation offered by this Steamer.

The First-class Saloon is situated forward of the
Engines. A Refrigerating Chamber ensures the
Supply of Fresh Provisions during the entire
voyage.

A duly qualified Surgeon is carried and the
Vessel is fitted throughout with Electric Light.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 31st January, 1896. [220]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG
AND SOURAJAVA.

THE Steamship

"SHANTUNG,"

Captain Frampton, will be despatched on
MONDAY, the 10th February.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 30th January, 1896. [237]

CHINA NAVIGATION COMPANY,
LIMITED.

FOR SINGAPORE, SAMARANG
AND SOURAJAVA.

THE Steamship

"BEN," LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "BENMOHR,"

FROM LEITH, ANTWERP AND LONDON.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, Ltd.,
whence and/or from the wharves delivery may
be obtained.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remaining
undelivered after the 7th instant will be subject
to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the 10th
instant as they will not be recognized.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
grasped on the 6th instant at 5 P.M.

No Fire Insurance will be affected.

Bills of Lading will be countersigned by

GIBBS, LIVINGSTON & CO., Agents.

Hongkong, 1st February, 1896. [244]

Intimations.

RAOUL PICET
LIMITED. CAPITAL, £80,000.
16, RUE DE GRAMMONT, PARIS.
INDUSTRIAL ENGINES
FOR THE PRODUCTION OF
COLD AND ICE
At 1 to MESSRS. DOUDWELL, CARLILL & CO.
Agents for M. OPPENHEIMER & CO., PARIS.

NOTICE.
CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.

1896. | 1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)

Twin Screw Steamships—6,000 Tons—10,000 Horse Power. Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPERESS OF INDIA...Comdr. H. Pybus, R.N.R....WEDNESDAY, 10th February.

EMPERESS OF JAPAN...Comdr. G. A. Lee, R.N.R....WEDNESDAY, 12th March.

EMPERESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 8th April.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Karlsruhe..... | Tuesday... | 4th Feb.

Paris Heinrich... | Tuesday... | 3rd March.

Prinses..... | Tuesday... | 1st March.

Sachsen..... | Tuesday... | 26th April.

Karlsruhe..... | Tuesday... | 26th May.

Paris Heinrich... | Tuesday... | 2nd June.

ON TUESDAY, the 4th day of February,
1896, at 1 P.M. the Company's Steamer,

"KARLSRUHE," Captain G. Walter, with
MAILS, PASSENGERS, SPECIE and CARGO,
will leave this Port as above, calling at NAPLES
and GENOA.

Shipping Orders will be granted till NOON on

SATURDAY, the 1st Feb., and the Company's
LUXURIOUS TRANS-CONTINENTAL TRAINS
will be received at 1 P.M. on MONDAY,
the 3rd Feb., and Parcels will be received at
the Agency's Office till NOON on MONDAY, the
10th Feb. Contents of packages are required.
No Parcel Receipts will be signed for less than
\$2.00 and Parcels should not exceed Two Feet
Cubic in Measurement.

The Steamer has splendid Accommodation
and carries a Doctor and a Stewardess.

Linen can be washed on board.